

Press-Herald

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A Note of Thanks

As Thanksgiving Day approaches, we in Torrance have much for which to be thankful. Just as for the pilgrims and pioneers before us, physical and mental health, personal responsibility and community involvement are invaluable to a meaningful life in any society; especially in today's complex one.

Many of the avenues to attainment of these characteristics are through United Crusade member organizations.

Children are given the finest treatment in Children's Hospital and Orthopaedic Hospital, both United Way agencies. Red Cross Hospital Volunteers bring cheer by writing letters for, reading to, shopping for and visiting with patients at Fort MacArthur Hospital and Harbor General Hospital.

Community responsibility is re-enforced and skills instilled in youths throughout the Harbor Area through programs of Camp Fire Girls, Girl Scouts, Boy Scouts, Woodcraft Rangers, and the YWCA.

Boys gain facility in recreational, vocational and communal relations through programs at the Boys' Club of San Pedro. Youths who have brushed with the law learn community responsibility through Neighborhood Youth Association and the Mahar House programs in Wilmington.

Adults benefit from Beacon Light Mission Catholic Maritime Club, Catholic Welfare Bureau, Seamen's Church Institute, and the Visiting Nurse Association.

Safety in and out of water are taught to all age groups through Red Cross sponsored courses. Expectant parents learn to hold, feed, diaper, and generally care for babies during their first year of life through the Red Cross Expectant Parents Course.

From birth to old age, United Crusade member organizations bring a better life to all members of our society.

The United Crusade is one of the best ways to raise money, because the Crusade and its member organizations represent people helping themselves rather than relying on city, state or federal support for services rendered the community.

As the United Crusade draws to a close for this year, let each and every one of us be sure to give our financial support so that during 1968 we will be able to provide services for our own community. Let us give thanks for United Crusade for our ability to protect our own futures, to do our part to better the society in which we live.

Painless Pocket Picker

Everybody who earns a paycheck is generally aware that his income taxes are deducted from it along with his social security payment and unemployment insurance. This withholding tax system may turn out to be one of the greatest misfortunes that ever befell the United States. Since the taxpayer never experiences the pleasure of jingling in his pocket all the dollars that he earns, he really never misses them. Huge amounts of taxes can be collected with an unbelievably small amount of pain. As more than one authority has noted, there might be a tax rebellion in the country except for the withholding system.

As a matter of fact, this might not be a bad idea. Only the people of the United States can control taxing and spending policies of government, and they can do it in the polling booth at election time. If the United States ever does go aground in an uncontrollable sea of deficit spending, inflation and ever-higher taxes, the painless system of withholding taxes will probably have contributed much to the final catastrophe. Now would be a good time to take a look at our paychecks, and in the light of all the dollars we don't get to take home, consider the possibility that we already have more government than we can afford.

Opinions of Others

It strikes us that today's youth are aware of the world and the place in it that they are preparing for. Their self confidence and readiness to take their places in the affairs of the state are truly encouraging despite the publicity given a minority who seem to be in rebellion against time-honored values.—*Oncenta Ala.) Democrat*

Some seem to dream along from year to year, giving little attention to what is being done by elected officials and then come up screaming when an announcement is made concerning public services that might affect their pocketbook.—*Arlington (Wash.) Times*.

Morning Report:

The Republicans are really united at this time — united in a wish to win next year. Or in the words of their national chairman, Ray C. Bliss, "I've never seen the party more win-oriented." Their only obstacle is to decide who will be the candidate.

And this is quite a problem because the more a Republican runs, the more other Republicans ignore him.

At the recent Western States Republican Conference in Denver, for example, two candidates, Romney and Percy, were on the scene but the 2,000 delegates seemed only interested in three other candidates, Nixon, Reagan and Rockefeller, who couldn't or wouldn't attend. If this trend of seeking the reticent continues, the GOP may end up nominating the father of the unknown soldier.

Abe Mellinkoff

C'mon, Doc Give Up



WILLIAM HOGAN

New Gaines Novel Evokes A 'Feel' of Rural South

Ernest K. Gaines, a young San Francisco writer, grew up in a rural region of Louisiana, much like the plantation he describes in his novel "Of Love and Dust." This is the best agrarian novel I have read in years. It evokes the "smell" and "feel" of the rural South like nothing I am aware of since Faulkner. Gaines is a very good writer indeed, an authentic talent in a sea of almost-talented, or semi-talented young writers who seem always to be with us, over-heralded, for the most part.

While "Of Love and Dust" is a tough-talking, uncompromising story of human relationship—especially that most unacceptable Louisiana possibility, the love between a white woman and a Negro young man—it is an honest, moving, illuminating work. I hope it will be widely read.

The theme of Southern miscegenation is not treated in a sensational manner here. It develops slowly and powerfully toward a climax which is inevitable, yet Gaines narrates it so believably that it emerges as

something of a suspense story. The story is told for the most part by a Negro straw boss tractor driver, Jim Kelly, who observes the audacity and tragedy of Marcus, a young convict who has killed another Negro and is working out his bond, unpaid, on the plantation. Marcus is a rebel, and rebels against this system, and is

Browsing Through the World of Books

worked harder and harder because of his attitude. He rejects the advice of Jim, his straw boss and friend. He seeks to bust out of the system by winning the Negro mistress of the plantation's Cajan overseer, and when this fails, he moves toward the Cajan's white wife.

Negro sharecroppers, aware of everything that goes on around the plantation, are appalled at Marcus' daring maneuver. They are scared almost out of their wits when it becomes known that the white wife has accepted Marcus as her lover, and indeed plans to escape from her own prison-like environment on the planta-

tion, by running away to California with him. The emotional electricity generates crackles like the hot burning yellow stalks of corn that radiate the Louisiana summer heat. The story is observed by one, then another of the Negroes, including a strongly drawn character (as just about all of these are), Aunt Margaret, the white woman's house servant, almost crazed by the explosiveness of the situation. Gaines expresses much affection for these people, presumably drawn from those who were part of his youth.

His drama is played without the violence one expects to erupt. Always this is a story of people, of cultural clashes and confusions. There are several victims of this tragedy, including the principal narrator, Jim; the tough Cajan overseer, Bonbon; and inevitably the audacious Marcus, who does not beat the system.

Gaines, who left the South as a teenager, is the author of a previous novel, "Catherine Carmier" (1964); a former Wallace Stegner Creative Writing Fellow at Stanford University and an extremely gifted writer.

ROYCE BRIER

War News Is Never Good; Wishing Can Make It So

A little over a week ago a correspondent traveling with Hubert Humphrey's party then in South Vietnam, presented him as concerned with the trend of the news written from there.

Specifically, the Vice President was alluding to news dealing with the South Vietnam military forces, but it would not be fair to extend his remarks to news regarding American forces. The news about both phases of the war is gathered and written by the same newspapermen.

The quotation—and there is no reason to doubt its accuracy—is "Stop knocking them please. They've whipped the North Vietnamese troops one time after another. They beat the Viet Cong. They've done well. They'll do better."

The flaw in this pronouncement is that it lacks realism on two counts, both as to the practical problem of news coverage, and as to the facts of the existing situation. One sentence immediately invites challenge—

"They beat the Viet Cong." There is no evidence whatever that anybody has beaten the Viet Cong, either the 300,000 Vietnamese regulars, or the 500,000 American soldiers.

The reasons for this failure have been analyzed exhaustively by partisans and the impartial, and they are persuasive enough without troubling to disparage the

Opinions on Affairs of the World

South Vietnamese—jungle over, thousands of villages vulnerable to night raids, apathy or Viet Cong sympathy of the villagers.

The reality of Viet Cong guerrilla strength appears daily in official as well as news reports. If the Viet Cong can lob a few mortar shells into the palace garden where the inaugural reception is being held, the Viet Cong are not beaten. Mr. Humphrey himself was in the garden. But, you say, those are like assassination bullets, nobody can thwart them. True. But mortar

shells in the capital are a weekly occurrence, and in any case they are less significant than countryside infiltration by an unsubdued Viet Cong.

Statistics of losses of the various armed formations tell a story fully supporting news issuing from the combat areas. With only two or three weekly exceptions this year, proportionate American losses in combat have been far higher than South Vietnamese losses.

Moreover, you may recall that as long ago as July, when President Thieu was a candidate, he said the Junta did not commit more South Vietnamese troops to combat lest it disrupt the economy. He also said, regarding an escalation, he expected American troops would take over most of the combat, while South Vietnamese troops would be diverted to pacification.

Yet Mr. Humphrey is implying the South Vietnamese are the sturdy backbone of their own war. They are not.

CAPITOL NEWSMAKERS

State Chief Says Voters Must Okay Rapid Transit

By EDWIN S. CAPPS
Capital News Service
SACRAMENTO—Why become embroiled in the great debates over freeways at Emerald Bay, along west Lake Tahoe, or on the north coast when they're perhaps 10 years away from construction?

This is the question asked by Gordon C. Luce, administrator of the state business and transportation agency. "There are too many places that want freeways right now and have general agreement," Luce said. "Why push to get in and adopt a routing now when nothing can be done for 10 years."

Luce, a tall and youthful man from San Diego County, doesn't mean to imply he'll duck a fight. On the contrary, he may be one of the more outspoken figures in the relatively new administration of Governor Ronald Reagan.

With the recent abrupt firing of John C. (Chuck) Erreca as director of public works, just a few weeks after it was announced he would be retained, Luce also may be one of the most controversial members of the administration. The firing was done by Reagan but at Luce's request.

As administrator of the business and administration agency, Luce has 17 departments under his command. They include the departments of public works, highway patrol, motor vehicle, alcoholic beverage control, professional divisions of banking, real estate, savings and loan, and insurance.

But Luce admits most of his time is spent in public works. Until a change in the law took effect Nov. 8, Luce was chairman of the California Highway Commission. "It is perfectly all right with me to step down as commission chairman," Luce said. "The administrator, as chairman, is too much involved in the business of the

commission and is likely to exert too much influence on the other commissioners."

However, Luce said he still would take a full interest in the highway construction program and still will be talking to the commissioners.

Luce was asked for his comments on rapid transit,

The Men in Action on the Sacramento Scene.

one of the big problems in the transportation area.

"I'm reluctant to see this pushed on the people . . . they must be given a vote on it," Luce said. "The state should take some leadership, although not as much as the past administration did. I'm inclined to go along with a plan that, somewhere along the way, gives the local people the right to vote."

Rapid transit, of course, is tied up with financing problems and there are proposals that it be financed from part of the highway user fees, either from part of the gasoline tax or from higher "in lieu" taxes on automobile registration. Luce said he felt it would be wrong to enact legislation at the state level taking money for rapid transit whether people wanted it or not.

As for another problem, a higher gasoline tax, Luce said he believes it will be needed "one of these years," but not in 1968. Next year is an election year, he said, and there already are plenty of financial problems to solve.

Luce has been one of the big exponents of the economy program in the administration. During the current year, a total of \$99 million more was made available for highway construction than had been budgeted originally. This came from a number of sources, including use of some reserve funds, but included about

\$15 million in actual operational savings. Luce said the department of public works eliminated 2,000 employees from the payroll, without firing anyone. Jobs simply were not filled when persons resigned or retired.

The \$99 million from the current year permitted 44 projects to be moved ahead for construction this year. During the next budget year, which, for highway construction, begins on Jan. 1, Luce hopes to be able to add \$40 million to the already budgeted record amount.

"We'd like to save another \$40 million to go into construction this year," Luce said. "But there may be a day of reckoning. The one-time savings we made this year won't be here and bid prices may go up. But savings from all three departments (public work, highway patrol and motor vehicles) can go into highway construction."

Luce set some kind of a "first" for recent years, when he publicly disagreed with Sen. Randolph Collier (D-Yreka) over use of the highway patrol in the disturbance at the Oakland induction center. Few if any officials in the public works or highway patrol area have seen fit to disagree very often or very loudly with Collier.

"I firmly believe that CHP involvement in this particular incident was necessary, proper and completely lawful," Luce said. "I disagree with Senator Collier on this point."

"Any modification of the statutes that would restrict the patrol's authority to insure the safety of the motoring public wherever or whenever necessary, or that would restrict the immediate availability to local agencies of the patrol's highly trained law enforcement personnel in emergency situations, should be resisted," he said.

From the Mailbox

Larson Says More Speed Not Needed on Freeways

To the Editor:
I'm afraid I must make a comment on your editorial in this evening's paper (Nov. 15). I believe it was in very poor taste. Don't you think that we have enough traffic problems without having the press siding with the traffic violators?

Have you ever seen a traffic violator who was caught admit to his violation? It's the rare person who does, it's always the other guy's fault. Furthermore, your statement that on a busy freeway thousands of drivers are moving along at 70 miles an hour is utterly ridiculous. I've been a resident for six months now and have been driving your freeways in all directions since my arrival at all sorts of times . . . morning, evenings, weekends, holidays, etc., and I have yet to see more than a small percent-

age of the traffic around me do more than 60 miles per hour.

I've been quite conscious of this because I heard so much about high speed California freeway driving when I was back East. I now believe it's nothing but propaganda, which might be alright for out-of-staters, but you are writing for residents. To condone speeding for any reason, publicly, is unforgivable. I believe you should print an apology. You're a newspaper, not a TV show.

I might also add, I agree wholeheartedly with your second item, "Up the Up Staircase." It's a shame people don't stop to realize that simple principle: if wages rise, prices will follow.

WILLIAM LARSON
Torrance

Alan Grey Says . . .

In recent city elections . . . Held across the nation . . . Interest has been centered . . . On the colored population . . . In two Midwestern cities . . . We saw a narrow win . . . With Negro Mayor candidates . . . Where both were voted in . . . I hope the voting public . . . That helped these people win . . . Considered qualifications . . . Not the color of the skin.

Reader Disavows Her 'Spokesman'

To the Editor:
In a recent lawsuit, in which she seeks to prevent the City of Torrance from having two petitions on the ballot, Mrs. Velma Shelbourn asserts that she represents "herself and all the other taxpayers of the City of Torrance." For whatever it may be worth, I wish to make it very clear that she does not represent me, nor anyone asked her to do so. I am very definitely a taxpayer, and she has not been authorized at any time to speak for me.

I can only believe that the total figure of six million dollars is being given so much airing, and is being thrown about so freely, in order to frighten the unthinking people into thinking that one-and-one-half-million is a paltry amount.

in comparison, and thus must be willing to foot that amount (that amount, of course, being what the City of Torrance will have to provide to match the three-and-one-half million dollars that will come from the Federal Funds). It was, after all, the City Fathers, who indebted the rest of the city with this mess, and without consultation or warning, and who precipitated this whole situation.

Remember the rallying cry of the Boston Tea Party, "No taxation without representation!"

MRS. BARBARA BASILE

Freeway Speed Limit Too Low

To the Editor:
I have often wondered why someone didn't plug for more reasonable maximum speeds on our freeways. To my way of thinking, 65 miles an hour often is not a realistic limit. Thanks for your editorial Wednesday.

Why doesn't California do like some of our sister states . . . like Oregon . . . and set a 70 mile an hour limit on the freeways. Certainly there are areas where that would be too fast, like most of the Santa Ana Freeway and that horrible booby trap in West Covina on the San Bernardino Freeway.

But 65 miles an hour on most of the Santa Monica Freeway, the San Diego Freeway, the Ventura Freeway west of Sepulveda, the 605 Freeway, the Garden Grove Freeway, et al, is observed only between 7 and 9 in the morning and 4 and 6 in the evening.

You've got my vote for a sensible freeway speed limit. (P.S. I've never had a traffic ticket on any freeway.) DONALD GORDON